

ATTACHMENT 09

GENERAL SPECIFICATIONS

IFB #23148

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SECTION 1: HOT MIX ASPHALT (Lot 1)

1.1 Scope

This bid and any resultant contract(s) is intended to provide a procurement mechanism for all State Agencies and Political Subdivisions to purchase Bituminous Concrete Hot Mix Asphalt.

Bituminous Concrete is a mixture of stone of various sizes and liquid bituminous material. The mixture is heated and proportioned in a bituminous concrete plant and compacted on a road in a heated state. Once the material cools, it becomes a hard, durable material. Bituminous concrete is used for roads, parking lots, tennis courts, sidewalks, bike paths and for patching same

1.2 Product Requirements

Group Specifications for each HMA material item included in this contract are set forth in Attachment – *Group Specifications #938*. Bidder shall comply with the specifications set forth in that Attachment.

1.3 Minimum Order

To request optional items (e.g. paver, compaction equipment, skid steer, water tank, work zone traffic control, abrading existing pavement markings, additional flagger, joint adhesive, polymer modification and pilot vehicle) from the contractor, Authorized Users must anticipate placement of at least 500 tons per day (for each day the optional items are requested). At the contractor's discretion, the contractor may agree to wave the 500 ton minimum order requirement for the optional items. In that case, the contractor will have the option to apply a charge of ten percent (10%) over the price per ton for that particular job being offered through the required quick quote process. The 500 tons per day minimum does not include the last day of work on larger projects where quantities to complete work on the last day may be less than 500 tons.

The minimum quantity of 6.3 mm items (Item 402.068X03) per purchase order shall be 500 tons unless agreed by the vendor. (Note: If no optional items are requested within the order, the contractor will not be permitted to apply the ten percent (10%) charge mentioned above).

The minimum HMA quantity to be Polymer Modified per purchase order shall be 500 tons unless agreed by the vendor.

1.4 Special Note for Ordering Item 402.068X03

This is a special mix item which requires polymer modified asphalt. Polymer modified asphalt is not routinely used in all areas of the State and may not be readily available at the mix facility. Therefore, it is important to give producers a timely notice prior to performing the work so the polymer modified asphalt can be ordered. A minimum of one week notification should be given to the producer to ensure polymer modified asphalt will be available.

The 6.3 mm item also requires a special tack coat to be applied prior to placing this mix. This tack coat shall meet the requirements of 702-3002T or 702-4002T Asphalt Emulsion Straight Tack Coat (this tack coat item can be purchased using the OGS Comprehensive Liquid Bituminous Materials Statewide contract).

The minimum quantity of 6.3 mm item per purchase order shall be 500 tons unless agreed by the vendor. If vendors are used for placement of this mix, it is recommended to have a pre-pave meeting.

SECTION 1: HOT MIX ASPHALT (Lot 1)

1.5 Method of Award

It is anticipated that award will be made to more than one bidder for each listing. However, the State is not required to make award to more than one bidder for each listing.

Only timely bids will be considered in the awarding of a contract except where it may be proven there is no NYSDOT approved source of supply within a reasonable distance and/or that it would create a hardship to require travel to secure products. Bid prices will be evaluated at the time of bid opening as specified in the following section “*Evaluation Process*”.

At the time of the award, the NYSDOT Office of Transportation Maintenance shall confirm to NYS OGS Procurement Services (through an email) that the facilities/sources of supply being considered for award have obtained all the NYSDOT required approvals to be considered an official NYSDOT approved source of supply.

Any facility/source of supply that is not confirmed at the time of the award to be an official NYSDOT approved source of supply, will not be eligible for award until such time that the required NYSDOT approval(s) are obtained. Once this is confirmed by the NYSDOT Office of Transportation Maintenance, the facility/source of supply will be given an award.

1.6 Evaluation Process

1. An "average price" per specification item per NYSDOT Region shall be calculated based on the price of all bids submitted. The average price will be calculated to three decimal places. If a bid is ultimately rejected because it did not meet specification, pricing will not be recalculated. However, in those instances where the rejected bidder's pricing results in no awarded bidder(s) for a geographic region, the rejected bidder's pricing will be removed and not considered a part of the calculation. A price which is inordinately low may be deleted from the calculation.
2. Any bid that exceeds the “average price” by more than 40% will be made Award Pending unless it is apparent that application of 40% would be unreasonable due to higher market prices of a geographic location. Under such circumstances at the discretion of the Commissioner bids may be considered by geographic location and an average price determined to address pricing in such geographic location.
3. A “revised average price” per specification item shall be calculated after removal of those exceeding the average price increased by 40%. The “revised average price” will be calculated to three decimal places. Bid prices over the 40% criteria that have been given consideration due to geographic location will not be part of the "revised average price”. A price which is inordinately low may be deleted from the calculation.
4. Any bid that is less than or equal to the “revised average price” increased by 10% shall receive a contract Award if they are also deemed a responsive and responsible bidder. Any bid that exceeds the “revised average price” by more than 10% will be made Award Pending.
5. Any contractor given an "Award Pending" for any item may become eligible for award by reducing their price(s) within the parameters of paragraph #4 above.

Acceptable revised pricing for “Award Pending” items shall be considered up to eight (8) business days from the time the contractor is notified by the Primary Contact shown in the first page of this Invitation for Bids. All pricing that was considered “Award Pending” during the award process and that did not become eligible for award after the eight-day period mentioned above will be given a “No Award” status for the remaining contract period.

6. For the purpose of the Invitation for Bids, some items are considered “Hot Mix Asphalt - Optional Items” (transportation/hauling, pavers, rollers, skid steers, water tanks, mobilization, flaggers, general laborers, additional construction signs, pilot vehicles with drivers, abrading of existing pavement markings with WZTC by the owner, abrading of existing pavement markings with WZTC by the vendor and work zone traffic

SECTION 1: HOT MIX ASPHALT (Lot 1)

1.6 Evaluation Process (Cont'd)

control, joint adhesive with WZTC by the owner, joint adhesive with WZTC by the vendor and polymer modification of HMA items).

All other items are considered “Material Items”.

Bids for optional items (e.g., paver, equipment, Work Zone Traffic Control, abrading existing pavement markings, additional flaggers, general laborers, joint adhesive, polymer modification, and additional construction signs) are voluntary. Awards for FOB material and/or transportation rates will not be affected by the presence or lack of optional items bids.

Any bid (set of prices) for a specific plant location where all its bid pricing for “Material Items” have been given a status of “Award Pending” will not be given an award.

Any bid (set of prices) for a specific plant location that only contains bid pricing for “Optional Items” will be rejected and will not be given an award.

1.7 Pricing

Price quoted shall include:

- All customs duties and charges and shall be F.O.B. plant per net ton;
- Net per ton mile for Transportation/Hauling;
- Net per day for equipment (paver with operator, paver with operator and screed person, static roller, static roller with operator, vibratory roller, vibratory roller with operator, skid steer with milling head, skid steer with milling head with operator, water tank, water tank with operator) provided by the vendor;
- Net per project for mobilization as called for in the Invitation for Bids.
- Net per day for optional work zone traffic control (if required);
- Net per day for optional additional flaggers (if required);
- Net per day for optional general laborer (if required);
- Net per day for optional pilot vehicles with drivers (if required).
- Net per each additional construction signs (if required) including signs, sign supports, installation, relocation, and removal;
- Net per linear foot for abrading the existing pavement markings by the vendor with work zone traffic control by the owner (if required) at 4 inches wide of pavement markings actually abraded by the vendor. This price shall include all costs for pavement marking abrading including all labor, materials, and equipment necessary to abrade the pavement markings.
- Net per linear foot for abrading the existing pavement markings by the vendor with work zone traffic control by the vendor (if required) at 4 inches wide of pavement markings actually abraded by the vendor. This price shall include all costs for pavement marking abrading including all labor, materials, and equipment necessary to abrade the pavement markings and all costs to properly maintain traffic.
- Net per linear foot of joint adhesive with WZTC by the owner (if required);
- Net per linear foot of joint adhesive with WZTC by the vendor (if required); and
- Net additional cost per ton of HMA polymer modification (if required)

SECTION 1: HOT MIX ASPHALT (Lot 1)

1.7 Pricing (Cont'd)

Price quoted shall be to three (3) decimal places.

Price adjustments, if any, will be calculated on the basis of when the material is actually furnished.

Additional Information: PER DAY means an 8-hour day. Minimum quantity for PER DAY items would be 0.5 day with rounded to next quarter of a day, e.g., 3 hours would be rounded to 0.5 day, 5 hours would be 0.75 day, 7 hours would be 1 day, 9 hours would be 1.25 day. For a project of 1st day with 9 hours, 2nd day with 10 hours, and 3rd day with 4 hours would be 3 days (total 23 hours rounded to 3 days).

(See clause – “Payment”).

1.8 Purchase Outside Region

Authorized Users will be able to purchase from any contractor included in the resulting award from this Invitation for Bids. There are no purchasing restrictions by NYSDOT Region or by County when selecting a contractor. The Authorized Users should consider all the closest listed awardees located in their county and all the counties around them (including the surrounding counties that fall in a different NYSDOT Region) before sending the Quick Quote Form.

1.9 Transportation (Hauling)

Transportation (hauling) costs will be based on two (2) prices. One price will be bid for transportation for 0 to 1 mile (0-1) and another price will be bid for any additional miles (1+).

The 0 to 1 mile price will be the bid price for any distance traveled up to and including one mile. This 0 to 1 mile bid price will be added to the material cost. This final figure will constitute the cost to deliver one ton of material up to one mile.

The 1+ mile price will be the bid price for any distance traveled after the first mile. This 1+ mile bid price will be multiplied by the total number of miles (less the first mile), added to the bid price for 0-1 mile, and then added to the material cost. This final figure will constitute the cost to deliver one ton of material the total number of miles. When utilizing Transportation (Hauling), price shall be FOB destination as designated by ordering agency.

1.9.1 Example Transportation (Hauling)

Example for 20 miles with transportation (hauling) (i.e., FOB delivered):

Price bid for (0-1) Mile (example) =	\$2.000
Price bid for (+1) Miles (example) =	\$0.400
Price bid for Material (example) =	\$50.000
Delivery charge for (0-1) Mile or portion thereof as bid (example) =	\$2.000
Total miles to apply to (+1) Miles bid price (example) are (20 – 1) = 19	
Total Delivery charge for (+1) Miles as bid (example): \$0.400 x 19 Miles =	\$7.600
Total Delivery charge per ton (for the entire distance of 20 Miles) =	\$9.600
Material price as bid (example) =	\$50.000
Total Cost (Delivery charge <u>plus</u> Material price per ton for 20 miles) =	\$59.600

SECTION 1: HOT MIX ASPHALT (Lot 1)

1.10 Monthly Asphalt Price Adjustments

- a. Asphalt price adjustments allowed will be based on the November 2018 average of the F.O.B. terminal price per ton of unmodified PG 64S-22 binder without anti-stripping agent (base average F.O.B. terminal price).

The new monthly average terminal price will be determined by the New York State Department of Transportation based on prices of pre-approved primary sources of performance graded binder in accordance with the New York State Department of Transportation Standard Specification.

The November 2018 average is \$593.000

NOTE: The same grade of asphalt cement used in establishing the base average F.O.B. terminal price shall be used in establishing the new average F.O.B. terminal price.

In the event that one or more of the New York State Department of Transportation pre-approved sources discontinue posting a price for asphalt cement, the base average F.O.B. terminal **price shall not be recalculated.**

- b. The new average F.O.B. terminal price will be determined based on the above F.O.B. terminal prices posted on the 20th of each month, hereafter known as the “Adjustment Date”, during the contract period. However, asphalt price adjustments, in accordance with the formula below, will be effective for deliveries made on and after the first of the month following the adjustment date.
- c. The unit prices per ton of hot mix asphalt (HMA) purchased from any award based on this specification will be subject to adjustment based on the following formula:

$\text{Price Adjustment} = \left(\frac{\text{New Monthly Average F.O.B. Terminal Price} - \text{Base Average F.O.B. Terminal Price}}{\text{Base Average F.O.B. Terminal Price}} \right) \times \left(\text{Total \% Asphalt (Per Ton) Plus Fuel Allowance} \right)$

NEW MONTHLY AVERAGE F.O.B. TERMINAL PRICE

The average F.O.B. terminal price for unmodified PG 64S-22 binder without anti-stripping agent is as determined by the New York State Department of Transportation per New York State Department of Transportation Standard Specification.

BASE AVERAGE F.O.B. TERMINAL PRICE

The average F.O.B. terminal price of unmodified PG 64S-22 binder without anti-stripping agent is as determined by the New York State Department of Transportation as of November 2018.

TOTAL % ASPHALT PLUS FUEL

The percentage of total allowable asphalt and fuel for each item is as follows (see table next page)

SECTION 1: HOT MIX ASPHALT (Lot 1)

1.10 Monthly Asphalt Price Adjustments (Cont'd)

TOTAL % ASPHALT PLUS FUEL

<u>ITEM</u>	<u>% ASPHALT</u>	<u>+ FUEL ALLOWANCE</u>	<u>TOTAL % ASPHALT + FUEL ALLOWANCE</u>
302.01	3.75	-	3.75%
402.03810218	6.85	1.00	7.85%
402.03820218	6.85	1.00	7.85%
402.03830218	6.85	1.00	7.85%
402.03890218	6.85	1.00	7.85%
402.058903	8.25	1.00	9.25%
402.09XX03	6.20	1.00	7.20%
402.12XX03	5.50	1.00	6.50%
402.19XX03	4.90	1.00	5.90%
402.25XX03	4.50	1.00	5.50%
402.068X03	6.70	1.00	7.70%

Fuel Allowance represents allowance for energy (fuel, electricity, natural gas) used in the production of asphalt. It is a cost associated with the product and not intended to represent any trucking or hauling of product.

- d. Work performed after the expiration of the contract, where no extension has been granted, resultant from purchase orders placed prior to expiration of the contract will receive the asphalt price adjustments applicable in effect during the last month of the contract.
- e. Asphalt price adjustments for any contracts that are extended will be based on the new average for the month in which the work is done applying the same base established for that contract.
- f. Asphalt price adjustments allowed by this contract shall be calculated and applied to the original prices. There will not be asphalt price adjustments unless the change amounts to more than \$0.10 per ton from the original price. In these instances, prices will revert back to the original prices.
- g. All asphalt price adjustments will be computed to three decimal places.
- h. Should these provisions result in a price structure which becomes unworkable, detrimental or injurious to the State or in prices which are not truly reflective of market conditions or which are deemed by the Commissioner to be unreasonable or excessive, and no adjustment in price is mutually agreeable, the Commissioner reserves the sole right upon ten days written notice mailed to the contractor to terminate any contract resulting from this bid opening.
- i. All asphalt price adjustments shall be published by the State and issued to all contract holders whose responsibility will be to attach the appropriate State notification (based on when the work was performed) to the payment invoice submitted to agency.

SECTION 1: HOT MIX ASPHALT (Lot 1)

1.10 Monthly Asphalt Price Adjustments (Cont'd)

1.10.1 Example of Monthly Asphalt Price Adjustment

(Example of Positive Price Adjustment)

This example is for illustration purposes only. Actual Base Average Price, etc., may vary:

Item 402.03810218

Item 402.03810218 Bid Price = \$70.000 (example)

Contract Base Average Price = \$593.000 (fixed for the duration of the contract)

Monthly New Average Price = \$603.000 (example, it changes each month)

Total % Asphalt plus Fuel for Item 402.03810218 = 7.85% (see Total % Asphalt + Fuel Allowance Chart)

Monthly Price Adjustment for Item 402.03810218 (example):

Price Adjustment	=	$\left(\begin{array}{l} \text{New Monthly Average} \\ \text{F.O.B. Terminal Price} \end{array} - \begin{array}{l} \text{Base Average F.O.B.} \\ \text{Terminal Price} \end{array} \right) \times$	$\begin{array}{l} \text{Total \% Asphalt} \\ \text{(Per Ton)} \\ \text{Plus Fuel Allowance} \end{array}$
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$$(\$603.000 - \$593.000) \times 0.0785 = \$10.000 \times 0.0785 = +\$0.785 \text{ per ton}$$

Positive Price Adjustment number shall be added to original per ton Bid Price.

Contract price for Item 402.03810218 including the new Price Adjustment for that month (example):

Contract Price = Bid Price + Monthly Price Adjustment

Contract Price = \$70.000 + \$0.785 = **\$70.785 per ton**

(Example of Negative Price Adjustment)

This example is for illustration purposes only. Actual Base Average Price, etc., may vary:

Item 402.03810218

Item 402.03810218 Bid Price = \$70.000 (example)

Contract Base Average Price = \$593.000 (fixed for the duration of the contract)

Monthly New Average Price = \$583.000 (example, it changes each month)

Total % Asphalt plus Fuel for Item 402.03810218 = 7.85% (see Total % Asphalt + Fuel Allowance Chart)

Continues on next page.

SECTION 1: HOT MIX ASPHALT (Lot 1)

1.10 Monthly Asphalt Price Adjustments (Cont'd)

1.10.1 Example of Monthly Asphalt Price Adjustment (Cont'd)

Monthly Price Adjustment for Item 402.03810218 (example):

$\text{Price Adjustment} = \left(\begin{array}{l} \text{New Monthly Average} \\ \text{F.O.B. Terminal Price} \end{array} - \begin{array}{l} \text{Base Average F.O.B.} \\ \text{Terminal Price} \end{array} \right) \times \begin{array}{l} \text{Total \% Asphalt} \\ \text{(Per Ton)} \\ \text{Plus Fuel Allowance} \end{array}$

$(\$583.000 - \$593.000) \times 0.0785 = -\$10.000 \times 0.0785 = \mathbf{-\$0.785 \text{ per ton}}$

Negative Price Adjustment number shall be subtracted from original per ton Bid Price.

Contract price for Item 402.03810218 including the new Price Adjustment for that month (example):

Contract Price = Bid Price - Monthly Price Adjustment

Contract Price = \$70.000 - \$0.785 = **\$69.215 per ton**

1.11 Periodic Price Adjustment (PPI Price Adjustment)

Every three months the base bid prices for materials shown in the initial Contract Award Notification may be adjusted in accordance with changes in the US Bureau of Labor Statistics (BLS).

The PPI Price Adjustment doesn't apply to any optional items, only to material items.

This adjustment may go up or down.

The "Base" month for calculations shall be **September 2018**.

The Base PPI value is 302.4 (September 2018). (The Base PPI value will NOT be modified if the value changes due to change in Preliminary (P) status).

(Price adjustments will NOT be recalculated if PPI changes due to change in Preliminary (P) status).

The Periodic Price Adjustment (PPI Adjustment) will be calculated following the formula below:

PPI PRICE ADJUSTMENT CALCULATION METHOD:

$\text{PPI Price Adjustment (per ton)} = \frac{\left(\begin{array}{l} \text{BLS PPI for the Month} \\ \text{Used for Calculation} \end{array} - \begin{array}{l} \text{Base BLS PPI for} \\ \text{September 2018} \end{array} \right) \times \begin{array}{l} \text{Material} \\ \text{Bid Price} \end{array} \times \begin{array}{l} \text{Difference} \\ \text{100\%Material} \\ \text{Minus} \\ \text{Total \% Asphalt} \\ \text{+ Fuel Allowance} \end{array}}$
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These periodic price adjustments will be published by the Office of General Services. These will be posted on the NYSOGS' website under the award number resultant from this Invitation for Bids.

SECTION 1: HOT MIX ASPHALT (Lot 1)

1.11 Periodic Price Adjustment (PPI Price Adjustment) (Cont'd)

DIFFERENCE (100% MATERIAL –TOTAL % ASPHALT PLUS FUEL ALLOWANCE)

<u>ITEM</u>	<u>GRADE/ DESCRIPTION</u>	<u>TOTAL % ASPHALT</u>	<u>DIFFERENCE</u>	<u>QUARTERLY PPI PRICE ADJUSTMENT PERCENTAGE</u>
		<u>+ FUEL ALLOWANCE</u>	<u>(100% Material - Total % Asphalt + Fuel Allowance)</u>	
302.01	Bitum Stabilized	3.75%	96.25%	TO BE PUBLISHED QUARTERLY AT www.ogs.ny.gov
402.03810218	Misc Patching F1	7.85%	92.15%	
402.03820218	Misc Patching F2	7.85%	92.15%	
402.03830218	Misc Patching F3	7.85%	92.15%	
402.03890218	Misc Patching F9	7.85%	92.15%	
402.058903	Shim Course F9	9.25%	90.75%	
402.09XX03	9.5 Superpave	7.20%	92.80%	
402.12XX03	12.5 Superpave	6.50%	93.50%	
402.19XX03	19 Superpave	5.90%	94.10%	
402.25XX03	25 Superpave	5.50%	94.50%	
402.068X03	6.3 Polymer Mod	7.70%	92.30%	

The BLS values will be “Not Seasonally Adjusted”. The BLS index used for price calculations is:

<u>For Product</u>
Producer Price Index (PPI)
Series ID: PCU 21231-21231
Industry: Stone Mining & Quarrying
Product: Stone Mining & Quarrying

The applicable dates for implementation are:

DATES FOR IMPLEMENTATION:

BLS Month Used for Calculation	Effective Date for Adjustment	PPI Base Month
May 2019	July 1, 2019	September 2018
August 2019	October 1, 2019	
November 2019	January 1, 2020	
February 2020	April 1, 2020	
May 2020	July 1, 2020	
August 2020	October 1, 2020	
November 2020	January 1, 2021	

SECTION 1: HOT MIX ASPHALT (Lot 1)

1.11 Periodic Price Adjustment (PPI Price Adjustment) (Cont'd)

1.11.1 Example of Periodic Price Adjustment (PPI Price Adjustment)

This example is for illustration purposes only. Actual Base Average Price, etc., may vary:

Item 402.03890218

Item 402.03890218 Bid Price = \$75.000 (example)

Total % Asphalt plus Fuel for Item 402.03890218 = 7.85% (see Total % Asphalt + Fuel Allowance Chart)

Difference (100% material – Total % Asphalt plus Fuel Allowance) = 92.15% (see chart)

US Bureau of Labor Statistics PPI for September 2018 (Base BLS) = 302.4 (fixed for the duration of the contract)

US Bureau of Labor Statistics PPI for May 2019 = 312.4 (example, not real data)

Periodic Price Adjustment for Item 402.03890218 effective July 1, 2019 (example, not real data):

PPI Price Adjustment (per ton)	=	$\frac{\text{BLS PPI for the Month Used for Calculation} - \text{Base BLS PPI for September 2016}}{\text{Base BLS PPI for September 2016}}$	X	Material Bid Price	X	Difference 100% Material Minus Total % Asphalt + Fuel Allowance
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PPI Increase = $(312.4 - 302.4) / 302.4 = 0.0330$ (or a 3.30% increase)

This increase is applied to the bid price for that material:

$\$75.000 \times 0.0330 = \2.475

Because PPI Adjustments are only applied to material without asphalt:

PPI Price Adjustment (per ton) = $\$2.475 \times 0.9215$ (or 92.15%) = $\$2.1807$

Contract price for Item 402.03890218 including the new PPI Price Adjustment (example):

Contract Price = Bid Price + PPI Price Adjustment

Contract Price = $\$75.000 + \$2.1807 = \$77.181$ per Ton (rounded to third decimal place)

Positive Price Adjustment number shall be added to original per ton Bid Price.

Negative Price Adjustment number shall be subtracted from original per ton Bid Price.

SECTION 1: HOT MIX ASPHALT (Lot 1)

1.12 Payment

Payment shall be made at contract prices per net ton for the actual quantity of material received from the contractor. In addition, payment adjustments will be applied in Quality Units for all applicable mixes as described in Sections 401, 402-4 and 402-5 of the Specifications.

Payment for “PER DAY items” (if required) shall be made at the contract price per day based on the actual number of days that the equipment (paver, roller, skid steer and water tank), Work Zone Traffic Control, the additional flaggers, and/or the general laborers are utilized.

“PER DAY” means an 8-hour day. **The minimum quantity per project for “PER DAY items” would be half a day (0.5 days) with the total amount of hours for the project rounded to the next quarter of a day (see the table below):**

Total # of Hours	Rounded to (# of days)	Total # of Hours	Rounded to (# of days)	Total # of Hours	Rounded to (# of days)
1	0.50	11	1.50	21	2.75
2	0.50	12	1.50	22	2.75
3	0.50	13	1.75	23	3.00
4	0.50	14	1.75	24	3.00
5	0.75	15	2.00	25	3.25
6	0.75	16	2.00	26	3.25
7	1.00	17	2.25	27	3.50
8	1.00	18	2.25	28	3.50
9	1.25	19	2.50	29	3.75
10	1.25	20	2.50	30	3.75

Example: For a Roller in a 3 day project with a distribution of hours per day as follows:

Day	Number of Hours	Total Amount of Hours for the Project
1	9.00	9.00
2	10.00	19.00
3	6.00	25.00

The total amount of hours for the project needs to be calculated (25 hours) and it should be rounded to the next quarter of a day (3.25 days).

Payment for additional construction signs (if required) shall be made at the contract price per number of additional construction signs actually used, including signs, sign supports, installation, relocation and removal.

Payment for abrading the existing pavement markings, with work zone traffic control by the owner agency (if required) will be made based on the number of linear feet at 4 inches wide of pavement markings actually abraded as directed by the engineer or agency authorized individual.

Payment for abrading the existing pavement markings, with work zone traffic control by the vendor (if required), will be made based on the number of linear feet at 4 inches wide of pavement markings actually abraded as directed by the engineer or agency authorized individual. No separate payment will be made for work zone traffic control when this item is used.

SECTION 1: HOT MIX ASPHALT (Lot 1)

1.12 Payment (Cont'd)

“Payment for longitudinal joint adhesive, with work zone traffic control by owner agency (if required), shall be made based on the number of linear feet of joint adhesive actually applied as directed by the engineer or agency authorized individual.

Payment for longitudinal joint adhesive, with work zone traffic control by the vendor (if required), shall be made based on the number of linear feet of joint adhesive actually applied as directed by the engineer or agency authorized individual. No separate payment will be made for work zone traffic control when this item is used.

Payment for additional cost of polymer modification (if required) shall be made based on per ton of HMA to be polymer modified as directed by the engineer or agency authorized individual.”

Payment for transportation (hauling) costs will be based on two (2) prices. One will be the contract price for transportation for 0 to 1 mile (0-1) and one will be the contract price for any additional miles (1+).

The 0 to 1 mile price will be the contract price for any distance traveled up to and including one mile. This 0 to 1 mile contract price will be added to the material cost. This final figure will constitute the cost to deliver one ton of material up to one mile. The 1+ mile price will be the contract price for any distance traveled after the first mile. This 1+ mile contract price will be multiplied by the total number of miles (less the first mile), added to the contract price for 0-1 mile, and then added to the material cost. This final figure will constitute the cost to deliver one ton of material the total number of miles.

1.13 QAF (Quality Units)

The Quality Adjustment Factor will be 1.0 for all material produced under this contract for any agency other than NYSDOT.

The following Quality Unit Index prices will apply to material produced under this contract for the New York State Department of Transportation (NYSDOT) only:

<u>Region</u>	<u>Index Price (\$/Quality Unit)</u>
1	\$65
2	\$65
3	\$65
4	\$70
5	\$80
6	\$75
7	\$65
8	\$95
9	\$70
10	\$100
11	\$115

Payment adjustments will be applied in Quality Units for all applicable mixes as described in Sub-Section 401-4 and 402-4 of the NYSDOT Standard Specifications. Please refer to that document for a more detailed explanation.

SECTION 1: HOT MIX ASPHALT (Lot 1)

1.14 Superpave Mix Items

The Equivalent Single Axle Load's (ESAL's) level for all Superpave Mix items should be <0.3 million. For all Superpave Mix items, the vendor will not be responsible for nuclear density testing. Guidance for use of these items and the selection of the Performance-Graded Binder (PG Binder) appropriate for the county in which the mix shall be used, as specified in Section 6.2.5 Performance Graded Binder Selection, refer to Comprehensive Pavement Design Manual (CPDM). Chapter 6 of the CPDM, latest version (Revision 7, dated May 24, 2018) can be found at:

https://www.dot.ny.gov/divisions/engineering/design/dqab/cpdm/repository/REV7_chapter6_5-24-18.pdf

All PG Binder grades, including Neat Grades (**PG 64S-22** or **PG 64H-22**), shall meet the requirements of AASHTO M 332, *Standard Specification for Performance Graded Asphalt Binder using Multiple Stress Creep Recovery (MSCR)*, for the production of hot mix asphalt mixtures under this Invitation for Bids. Terminal Blend Crumb Rubber modifier may be used for this PG binder.

When terminal blend CRM PG binder is used, the following shall apply:

1. Crumb rubber particles shall be finer than #30 sieve size.
2. The CRM PG binder shall be storage-stable and homogeneous.
3. The Dynamic Shear Rheometer (DSR) shall be set at 2-mm gap.
4. The CRM PG binder shall be 99% free of particles retained on the 600 µm sieve as tested in accordance with Section 5.4 of M 332.

Upstate: Use of polyphosphoric acid (PPA) to modify the PG binder properties is prohibited for mixtures under this contract. This prohibition also applies to the use of PPA as a cross-linking agent for polymer modification.

Downstate: Use of polyphosphoric acid (PPA) to modify the PG binder properties is prohibited for mixtures containing limestone, limestone as an aggregate blend component, limestone as a constituent in crushed gravel aggregate, or recycled asphalt pavement (RAP) that includes any limestone. This prohibition also applies to the use of PPA as a cross-linking agent for polymer modification

Note that polymer modified PG binder (PG 64V-22 or PG 64E-22) are required for all item 402 HMA placements on the mainline and shoulders, excluding shim, permeable base, temporary pavements, and miscellaneous (driveways, culvert inverts, curbs, sidewalks, bicycle paths, vegetation control strips, gutters, repairs, patching, etc.). Bid prices for HMA items in this Invitation for Bids are based on neat grades (PG 64S-22 or PGS 64H-E), except for 6.3 items (Items 402.068X03). For polymer modification, there is an optional bid item (cost additional) which needs to be added to the price per ton of HMA based on neat PG binder. Bid prices for 6.3 items (Items 6.068X03) include polymer modification.

SECTION 1: HOT MIX ASPHALT (Lot 1)

1.15 Optional Items

To request one or more of the optional items from a vendor, agencies must anticipate placement of at least 500 tons per day (for each day an optional item is requested). The 500 tons per day minimum does not include the last day of work on larger projects where quantities to complete work on the last day may be less than 500 tons.

Equipment offered by the vendor shall meet the requirements of Section 400 of the Specifications. All pavers shall meet the requirements of Section 402-3.02 HMA Pavers of the Specifications. Vendors shall note the requirements for approved automatic transverse slope and longitudinal grade screed controls. Pavers shall be equipped with hydraulically operated extensions of the proper width and approved joint matching shoes and/or 30 feet long moving references, such as floating beams or skis as appropriate as outlined in the Specifications, Section 402-3.06 Spreading and Finishing. All rollers shall meet the requirements of the Specifications, Section 402-3.04 Rollers. The skid steer should be at least 60 hp with milling head attachment of at least 24” width.

When equipment is requested with operator, operator shall be capable and experienced in the operation of the supplied equipment. The vendor is advised that, due to the nature of Hot Mix Asphalt paving projects, overtime hours are customarily used to expeditiously progress projects. There will not be any separate rates for overtime hours (hours in excess of 8 hours in a day). The vendor shall be responsible for fuel and repairs for all supplied equipment.

Payment for PER DAY items is stated under clause “Payment” within this document. No payment shall be made for days required to deliver the equipment to the project site or to return the equipment to the vendor's plant. Payment shall be made for each day that actual paving work is started, even if work is not completed due to inclement weather or other unforeseen circumstances. The vendor shall not be entitled to payment for days where work is not started due to inclement weather.

1.16 Optional Equipment/Item List

- Hot mix asphalt (HMA) **Paver with operator** capable of simultaneously paving mainline and shoulders from 16 feet to 20 feet wide (exact width required to be specified at the time of order).
- Hot mix asphalt (HMA) **Paver with operator and screed person** capable of simultaneously paving mainline and shoulders from 16 feet to 20 feet wide (exact width required to be specified at the time of order).
- Work Zone Traffic Control (WZTC)
- 10-Ton Static Roller
- 10-Ton Static Roller with Operator
- Joint Adhesive with Work Zone Traffic Control by the Owner
- Joint Adhesive with Work Zone Traffic Control by the Vendor
- Polymer Modification of HMA
- 10-Ton Vibratory Roller
- 10-Ton Vibratory Roller with Operator
- Skid Steer with Milling Head
- Skid Steer with Milling Head with Operator
- Water Tank
- Water Tank with Operator
- Optional Pilot Vehicle with Driver
- Optional Flagger

SECTION 1: HOT MIX ASPHALT (Lot 1)

1.16 Optional Equipment/Item List (Cont'd)

- Optional General Laborer
- Optional Additional Construction Sign
- Abrading Existing Pavement Markings with Work Zone Traffic Control by the Owner
- Abrading Existing Pavement Markings with Work Zone Traffic Control by the Vendor

1.17 Mobilization

Mobilization prices apply to provided equipment only and are not associated with hauling rates.

Bids for mobilization of equipment are a one-time charge for the duration of a project.

Paver mobilization prices are to be applied per paver per project.

Roller mobilization prices are to be applied per roller per project.

Skid steer mobilization prices are to be applied per skid steer per project.

Water tank mobilization prices are to be applied per water tank per project.

1.18 Flaggers

Bids for Flaggers are voluntary. Award for FOB Material and/or transportation rates will not be affected by the presence or lack of bids for Flaggers. Flaggers may be requested by agencies if work by a Flaggers is initially expected to last at least half a day. The price bid per Flaggers per day shall include all costs of providing a flagger where directed by the Engineer or agency authorized individual with all the necessary safety equipment, i.e. stop/slow paddle, flag, vest, hardhat. Payment shall be by the day for each Flaggers provided. A day shall be determined as including the time period between the commencement and completion of work on any calendar day. Payment shall be made to the nearest quarter day as determined by the Engineer or agency authorized individual (see clause "Payment").

1.19 General Laborer

Bids for General Laborer are voluntary. Award for FOB Material and/or transportation rates will not be affected by the presence or lack of bids for General Laborer. General Laborer may be requested by agencies if work by a General Laborer is initially expected to last at least half a day. The price bid per General Laborer per day shall include all costs of providing a General Laborer where directed by the Engineer or agency authorized individual with all the necessary safety equipment. Payment shall be by the day for each General Laborer provided. A day shall be determined as including the time period between the commencement and completion of work on any calendar day. Payment shall be made to the nearest quarter day as determined by the Engineer or agency authorized individual (see clause "Payment").

1.20 Optional Work Zone Traffic Control

The vendor shall submit per day for work zone traffic control as prescribed by this specification. When requesting price quotations from the vendors, the purchasing agency may at their option, include work zone traffic control by the vendor for the specific project anticipated.

If optional work zone traffic control is included in the project request, the vendor shall be responsible for work zone traffic control. Traffic shall be controlled in accordance with Sections 619-1 through 619-3 of the Standard Specifications, the Manual of Uniform Traffic Control Devices (MUTCD), and as described herein **including modifications to the Standard Specifications**. The vendor shall submit a Work Zone Traffic Control Plan for approval to the Resident Engineer or agency authorized individual at the Pre-Paving Conference. For two-way roadways, Figures TAST-C1R, TAST-C2R, TAST-C3R, TAST-C4R, TAST-C5R, TAST-C7R, TAST-C1UL, TAST-C2UL, TAST-C3UL, TAST-C4U, TAST-C7UL, TAST-C1UH, TAST-C2UH, TAST-C3UH, and TAST-C7UH (see the NYSDOT Work Zone Traffic Control Drawings included in this Invitation for Bids as an attachment) may be used as a basis for development of a Work Zone Traffic Control Plan.

SECTION 1: HOT MIX ASPHALT (Lot 1)

1.20 Optional Work Zone Traffic Control (Cont'd)

For one-way roadways, Figures TAST-C5UL, TAST-C6UL, TAST-C8UL, TAST-C5UH, TAST-C6UH, and TAST-C8UH may be used as a basis for development of a Work Zone Traffic Control Plan. For one-way Freeways or Expressways, Figures TAST-E1, TAST-E2, TAST-E3, TAST-E4, TAST-E5, TAST-E6, and TAST-E7 may be used as a basis for development of a Work Zone Traffic Control Plan.

All necessary flaggers for work zone traffic control shall be provided by the vendor. For two-way roadways, a minimum of three flaggers shall be provided while the paving operation is underway. One shall be stationed at each end of the operation and one shall be stationed with the paver. For one-way roadways, a minimum of two flaggers shall be provided while paving operation is underway. One shall be stationed at the beginning of the operation and one shall be stationed with the paver. The vendor shall station flaggers such that communication is maintained between the flaggers. Hand signals, radios, pilot vehicles, or some other means of communication may be used subject to the approval of the resident engineer or agency authorized individual.

The vendor shall provide construction signs as specified in Section 619-1 through 619-3 of the Standard Specifications and in the MUTCD. At a minimum the Vendor shall install the following permanent construction signs supplemented by temporary signs as needed:

SIGN	MINIMUM SIZE	LOCATION
ROAD WORK NEXT _____ MILES	<u>G20-1</u> Conventional 36" x 18" Freeways 48" x 24"	On main line upstream of project in each direction
END ROAD WORK	<u>G20-2</u> Conventional 36" x 18" Freeways 48" x 24"	On main line after end of project in each direction
ROAD WORK AHEAD	<u>W20-1</u> Conventional 36" x 36" Freeways 48" x 48"	On main line in advance of the affected highway segment in each direction and on major intersecting roads 300 -500 feet in advance of main line. Sign should be covered if it conflicts with temporary signing in the vicinity. (Place between the G20-1 and the first warning sign that states condition- i.e. W8-12, W8-9 or W8-15)
DO NOT PASS	<u>R4-1</u> Conventional 24" x 30"	If 2' x 4" temporary yellow markings are used instead of full barrier centerline pavement markings, place the first sign at or within 100 feet of the beginning of the unmarked area, second within 1,000 feet and subsequent signs, spaced every ½ mile along project in each direction
NO CENTER LINE	<u>W8-12</u> Conventional 36" x 36"	If 2' x 4" temporary yellow markings are used instead of full barrier centerline pavement markings, place the first sign in advance of the condition and the first "DO NOT PASS" sign: 300' urban is preferred (100' minimum), 500' rural is preferred (200' minimum). Place additional signs spaced every 2 miles on mainline in each direction and after every major intersecting road.

SECTION 1: HOT MIX ASPHALT (Lot 1)

1.20 Optional Work Zone Traffic Control (Cont'd)

**All signs should maintain an absolute minimum spacing of 200' rural or 100' urban. 500' is preferred on rural and 300' is preferred on urban. Double stacking of any of the above signs, or combination thereof, will NOT be permitted

Major intersecting roads are defined as through State, County, Town, Village, or City roads. The Vendor may provide portable signs as shown in Figure 6F-2 of the MUTCD and meeting the requirements of Section 619 of the Standard Specifications for lane closures during work hours

With prior permission of the State's Resident Engineer or political subdivisions representative, the vendor may provide portable signs as shown in Figure 6F-2 of the MUTCD for the above referenced DO NOT PASS and NO CENTER LINE signs. Signs left active at night shall be rigid and reflectorized in accordance with the Standard Specifications. The vendor shall be responsible for assuring that all signs will be in their upright, visible positions twenty-four hours a day, seven days a week while **2' x 4" temporary yellow markings are used instead of full barrier pavement markings.**

1.20.1 Special Note: Temporary Pavement Markings

The Vendor shall install and maintain temporary pavement markings on any paved surface without permanent pavement markings before opening it to traffic, before nightfall or before the end of the work day, whichever comes soonest except for areas that are open during the work shift with channelizing devices or flaggers. Temporary pavement markings shall meet the requirements of Section 619 of the Standard Specifications except that two-lane, two-way highways may be left without full barrier centerlines in no passing zones for a maximum of 7 calendar days provided that NO CENTER LINE (W8-12, black on orange), NO PASSING ZONE (W14-3, black on orange pennant shaped sign), and DO NOT PASS (R4-1) signs are used consistent with the MUTCD and in conjunction with yellow 2 foot by 4 inch temporary markings consisting of retro-reflective removable pavement marking tape, paint or yellow temporary overlay markers installed on a 40 ft. cycle to delineate the centerline location.

The State or political sub division is responsible for the final pavement markings unless otherwise indicated in the contract. If the vendor chooses to install NO CENTER LINE and DO NOT PASS signs and temporary yellow 2 foot by 4 inch pavement markings in lieu of full barrier centerline markings, the signs shall be left in place until the state or political subdivision has completed installing the final pavement markings. The state or political sub division will normally complete final pavement markings within 7 days of the project completion. However, if unavoidable situations delay the pavement marking installation the signs shall remain in place for 14 calendar days after the project has been completed or until the state has completed installing the final pavement markings, whichever comes first. If permanent pavement marking cannot be installed within 14 days of the project completion, state or political subdivision must install interim pavement marking including center lines, edge lines, stop bars, and simple crosswalks with no hatching before the end of 14 days after project completion.

All costs for Work Zone Traffic Control including flagging, temporary pavement markings, delineation, and construction signs are to be included in the prices bid per day for optional work zone traffic control. No separate payment shall be made.

1.20.2 Special Note: Work Zone Intrusion Initiative

As part of the Department of Transportation's Work Zone Intrusion Initiative, the following countermeasures shall apply to this Invitation for Bids:

SECTION 1: HOT MIX ASPHALT (Lot 1)

1.20 Optional Work Zone Traffic Control (Cont'd)

1.20.2 Special Note: Work Zone Intrusion Initiative (Cont'd)

Channelizing Device Spacing Reduction

A maximum channelizing device spacing of 40 feet shall be provided at stationary work sites where workers are exposed to traffic. This spacing shall be maintained a reasonable distance upstream of workers, and shall be used throughout the work zone.

Where tapers are located less than 500 feet from the work site the 40 foot spacing shall be used in the taper as well.

Drums or vertical panels are preferred for long-term and intermediate term stationary work zones, and at any locations where the risk of intrusion is high. Traffic cones are normally adequate for work zones set up and removed on a daily basis.

In long lane or shoulder closures, at least two channelizing devices shall be placed transversely at maximum 800 foot intervals to discourage traffic from driving through the closed lane. **Transversely placed devices are not required where pilot cars are in use.**

Frequent checks shall be made to reset channelizing devices dislodged by traffic.

Flagger Station Enhanced Setups

Additional cones and a flag tree meeting the requirements of Section 6F.62 of the MUTCD shall be used upstream of flagger stations to provide added warning to drivers. These devices shall be used for flagger stations except those that are constantly moving or are in use at one location or no more than a few minutes. If the W20-7a Flagger sign is required, the additional cones and flag tree shall also be used.

For additional details on Flagger Enhanced Setups, see Work Zone Traffic Control drawings included in this Invitation for Bids as an attachment.

1.21 Additional Flaggers for Work Zone Traffic Control

If the Resident Engineer or agency authorized individual determines that more than 3 Flaggers are necessary to properly control traffic on two-way roadways or more than 2 Flaggers are necessary to properly control traffic on one-way roadways and the vendor is responsible for work zone traffic control under this Invitation for Bids, the vendor shall provide additional Flaggers under the Flaggers item. The price bid per Flaggers per day shall include all costs of providing a Flaggers where directed by the engineer or agency-authorized individual with all the necessary safety equipment, i.e. stop/slow paddle, flag, vest, hardhat, etc. Payment shall be by the day for each Flaggers provided (see clause "Payment").

1.22 Optional Pilot Vehicle with Drivers

If required by the Resident Engineer or agency authorized individual, the vendor shall provide sufficient two-way radio equipped pilot vehicles with drivers to guide traffic around the paving zone at a maximum of 20 miles per hour. Payment shall be by the day for each pilot vehicle with driver provided.

The pilot vehicle(s) shall be equipped with construction signs meeting the requirements of Section 6F.58 of the MUTCD and a rotating amber beacon:

SIGN	MINIMUM SIZE	LOCATION
PILOT CAR FOLLOW ME	G20-4 Conventional 36" X 18"	On the back of the pilot vehicle.

The pilot vehicle shall have the name of the Contractor prominently displayed.

SECTION 1: HOT MIX ASPHALT (Lot 1)

1.23 Optional Additional Construction Signs

If the Resident Engineer or agency authorized individual determines that more permanent construction signs are necessary than those called out under the Optional Work Zone Traffic Control section and the vendor is responsible for work zone traffic control under this Invitation for Bids, the vendor shall provide additional construction signs under the Optional Additional Construction Signs item. Optional Additional Construction Signs shall be as specified in Sections 619-1 through 619-3 of the Standard Specifications and/or in the MUTCD, or as specified by the engineer or agency authorized individual. The price bid per additional sign shall include all costs of providing the signs as indicated by the Resident Engineer or agency authorized individual, the sign supports, installation, relocation, and removal at locations ordered by the Resident Engineer or agency authorized individual. Payment shall be made by the number of additional construction sign installed.

1.24 Abrading Existing Pavement Markings with Work Zone Traffic Control by the Owner

If the vendor, with the concurrence of the Resident Engineer or agency authorized individual, determines that it is necessary for the performance of the HMA resurfacing, the vendor shall abrade the existing pavement markings so that at least 75% of the glass beads in the existing pavement markings are removed. The method of abrading may include sand blasting, water blasting, grinding, or other method approved by the engineer or agency authorized individual. Care shall be taken to avoid damage to passing traffic. All damage to passing traffic caused by the vendor's operations shall be the vendor's responsibility. Traffic will be controlled by the owner. Payment will be made by the linear foot of pavement marking 4 inches wide. Payment for pavement markings wider than 4 inches or for pavement marking symbols will be made by the following method:

$$\frac{\text{Width of marking (inches)} \times \text{Linear Feet}}{4 \text{ inches}}$$

The price bid for pavement marking abrading shall include all labor, materials, and equipment required to abrade the existing pavement markings to the satisfaction of the engineer or agency authorized individual.

1.25 Abrading Existing Pavement Markings with Work Zone Traffic Control by the Vendor

If the vendor, with the concurrence of the Resident Engineer or agency authorized individual, determines that it is necessary for the performance of the HMA resurfacing, the vendor shall abrade the existing pavement markings so that at least 75% of the glass beads in the existing pavement markings are removed. The method of abrading may include sand blasting, water blasting, grinding, or other methods approved by the engineer or agency authorized individual. Care shall be taken to avoid damage to passing traffic. All damage to assign traffic caused by the vendor's operations shall be the vendor's responsibility. Traffic will be controlled by the vendor.

The vendor shall place temporary pavement markings as specified elsewhere in this Invitation for Bids under optional work zone traffic control, unless the HMA will be placed the same day as pavement markings are abraded. During the pavement markings abrading operation, traffic will be controlled by the vendor in accordance with the MUTCD. The vendor shall submit a proposed Work Zone Traffic Control Plan to the engineer or agency authorized individual for approval. The plan may be based on the Work Zone Traffic Control drawings included in this Invitation for Bids as an attachment.

Payment will be made by the linear foot of pavement marking 4 inches wide. Payment for pavement markings wider than 4 inches or for pavement marking symbols will be made by the following method:

$$\frac{\text{Width of marking (inches)} \times \text{Linear Feet}}{4 \text{ inches}}$$

The price bid for pavement marking abrading shall include all labor, materials and equipment required to abrade the existing pavement markings and properly control traffic to the satisfaction of the Resident Engineer or agency authorized individual.

SECTION 1: HOT MIX ASPHALT (Lot 1)

1.26 Optional General Laborer

If required by the Resident Engineer or agency authorized individual, the vendor shall provide general laborer. Payment shall be by the day for each general laborer provided (see clause “Payment”).

1.27 Joint Adhesive with Work Zone Traffic Control by the Owner

If the Resident Engineer or agency authorized individual determines that it is necessary for the performance of the HMA resurfacing, the vendor shall apply the joint adhesive to all pavement edges prior to placing asphalt mixture in order to provide bonding with newly laid pavement. Joint adhesive shall be placed in accordance with the NYSDOT Standard Specifications. Care shall be taken to avoid damage to passing traffic. All damage to passing traffic caused by the vendor's operations shall be the vendor's responsibility. Traffic will be controlled by the owner.

Payment will be made by the linear feet of joint adhesive satisfactorily furnished and installed.

The price bid for joint adhesive shall include all labor, materials, and equipment required to furnish and install joint adhesive to the satisfaction of the engineer or agency authorized individual.

1.28 Joint Adhesive with Work Zone Traffic Control by the Vendor

If the Resident Engineer or agency authorized individual determines that it is necessary for the performance of the HMA resurfacing, the vendor shall apply the joint adhesive to all pavement edges prior to placing asphalt mixture in order to provide bonding with newly laid pavement. Joint adhesive shall be placed in accordance with the NYSDOT Standard Specifications. Traffic will be controlled by the vendor. Care shall be taken to avoid damage to passing traffic. All damage to passing traffic caused by the vendor's operations shall be the vendor's responsibility.

The vendor shall place temporary pavement markings as specified elsewhere in this Invitation for Bids under optional work zone traffic control, unless the HMA will be placed the same day as joint adhesives are applied. During the joint adhesive operation, traffic will be controlled by the vendor in accordance with the MUTCD. The vendor shall submit a proposed Work Zone Traffic Control Plan to the engineer or agency authorized individual for approval. The plan may be based on the Work Zone Traffic Control drawings included in this Invitation for Bids as an attachment.

Payment will be made by the linear feet of joint adhesive satisfactorily furnished and installed.

The price bid for joint adhesive shall include all labor, materials, and equipment required to furnish and install joint adhesive and properly control traffic to the satisfaction of the engineer or agency authorized individual.

1.29 Polymer Modification of Hot Mix Asphalt (PG 64V-22)

If the Resident Engineer or agency authorized individual determines that it is necessary for the performance of the HMA resurfacing, the vendor shall use Polymer Modified Additive during HMA production at the plant. Polymer modified PG Binder (PG 64V-22) shall meet the requirements of NYSDOT Standard Specifications and Chapter 6 of the Comprehensive Pavement Design Manual (CPDM).

Payment will be made by per ton of HMA to be modified with polymer additive. This is a price additional on top of per ton of HMA price. **The minimum HMA quantity to be polymer modified per purchase order should be 500 tons unless agreed by the contractor.**

The price bid for polymer modification shall include all labor, materials, and equipment required for polymer modification to the satisfaction of the engineer or agency authorized individual.

SECTION 2: COLD PATCH (Lot 2)

2.1 Scope

This bid and any resultant contract(s) is intended to provide a procurement mechanism for bituminous concrete cold patch. Cold patch is also referred to as stockpile patch. It is a non-heated mixture of liquid bituminous material and stone of various sizes and special ingredients that allow it to be easily handled for placement in potholes, but hardens when compacted in those same potholes.

2.2 Special Note Regarding Items 15402.2010 and 15402.2030

Please note, items 15402.2020 and 15402.2050 were eliminated from the Invitation for Bids due to a change in the detailed specifications (SPEC). In the SPEC, item 15402.2010 covers both plant and portable pugmill produced cold patching materials and item 15402.2030 covers both plant and portable pugmill produced modified cold patching materials. As such, vendors who used to bid for item 15402.2020 can now bid on item 15402.2010 and vendors who used to bid for item 15402.2050 can now bid on item 15402.2030. NYSDOT facility numbers are not required for portable pugmill produced materials.

2.3 Method of Ordering

Orders for the purchase of material will be placed with the contractor whose source of supply offers the lowest ultimate cost to the State or authorized user for the delivery specified. The lowest ultimate cost includes the FOB Plant (or if applicable, supply location) Price, total Haul Cost (based on cost per net ton mile), and any additional Charges (ferry and/or bridge tolls). The ultimate cost for each contractor will be computed based on the location from which the material is being supplied, not necessarily the location of the approved plant where it was manufactured.

2.4 Payment

Payment shall be made at contract prices per net ton for the actual quantity of material received from the contractor.

Payment for transportation (hauling) costs will be based on two (2) prices. One will be the contract price for transportation for 0 to 1 mile (0-1) and one will be the contract price for any additional miles (1+).

The 0 to 1 mile price will be the contract price for any distance traveled up to and including one mile. This 0 to 1 mile contract price will be added to the material cost. This final figure will constitute the cost to deliver one ton of material up to one mile.

The 1+ mile price will be the contract price for any distance traveled after the first mile. This 1+ mile contract price will be multiplied by the total number of miles (less the first mile), added to the contract price for 0-1 mile, and then added to the material cost. This final figure will constitute the cost to deliver one ton of material the total number of miles.

2.5 Method of Award

It is anticipated that award will be made to more than one bidder for each listing. However, the State is not required to make award to more than one bidder for each listing.

Only timely bids will be considered in the awarding of a contract except where it may be proven there is no NYSDOT approved source of supply within a reasonable distance and/or that it would create a hardship to require travel to secure products. Bid prices will be evaluated at the time of bid opening as specified in the following section “*Evaluation Process*”.

SECTION 2: COLD PATCH (Lot 2)

2.6 Evaluation Process

1. An "average price" per NYS DOT specification item shall be calculated from all bids received for the region comprised of Rockland, Westchester, Bronx, Kings, New York, Queens, Richmond, Nassau and Suffolk Counties; and a separate such average shall be calculated for the region comprised of all remaining counties. The average price will be calculated to three decimal places. If a bid is ultimately rejected because it did not meet specification, pricing will not be recalculated. However, in those instances where the rejected bidder's pricing results in no awarded bidder(s) for a geographic region, the rejected bidder's pricing will be removed and not considered a part of the calculation. A price which is inordinately low may be deleted from the calculation.
2. Any bid that exceeds the "average price" by more than 40% will be made Award Pending unless it is apparent that application of 40% would be unreasonable due to higher market prices of a geographic location. Under such circumstances at the discretion of the Commissioner bids may be considered by geographic location and an average price determined to address pricing in such geographic location.
3. A "revised average price" per specification item shall be calculated after removal of those exceeding the average price increased by 40%. The "revised average price" will be calculated to three decimal places. Bid prices over the 40% criteria that have been given consideration due to geographic location will not be part of the "revised average price". A price which is inordinately low may be deleted from the calculation.
4. Any bid that is less than or equal to the "revised average price" increased by 10% shall receive a contract Award if they are also deemed a responsive and responsible bidder. Any bid that exceeds the "revised average price" by more than 10% will be made Award Pending
5. Any contractor given an "Award Pending" for any item may become eligible for award by reducing their price(s) within the parameters of paragraph #4 above. **Acceptable revised pricing for "Award Pending" items shall be considered up to eight (8) business days from the time the contractor is notified by the Primary Contact shown in the first page of this Invitation for Bids. All pricing that was considered "Award Pending" during the award process and that did not become eligible for award after the eight-day period mentioned above will be given a "No Award" status for the remaining contract period.**
6. For the purpose of the Invitation for Bids, some items are considered "Cold Patch - Optional Items" (transportation/hauling). All other items are considered "Material Items". **Any bid (set of prices) for a specific plant location where all its bid pricing for "Material Items" have been given a status of "Award Pending" will not be given an award. Any bid (set of prices) for a specific plant location that only contains bid pricing for "Optional Items" will be rejected and will not be given an award.**

The State reserves the right to reject an obviously unbalanced bid or to make "NO AWARD" on individual listings or sub-items if individual bid prices are deemed to be unbalanced or excessive or if an error in the solicitation becomes evident. In such case, ranking and evaluation of bids may be made on remaining items. Award would be made on the remaining items. The determination of an unbalanced bid shall be at the sole discretion of the State. Options contained in this paragraph shall also be at the State's sole discretion

All pricing recommended for award based on the above criteria will be subject to comparison to previous years pricing and current market trends.

SECTION 2: COLD PATCH (Lot 2)

2.7 Pricing

Subsection 13-b of Appendix B (GENERAL SPECIFICATIONS) is modified to include provisions stated in this PRICING INFORMATION clause.

Price quoted shall be FOB the contractor's location and includes all customs duties and charges and is FOB plant (or if applicable, other supply locations) per net ton and per net ton mile as called for herein.

Price quoted shall be to three (3) decimal places

Price adjustments, if any, will be calculated on the basis of when the material is actually furnished.

2.8 Purchase Outside Region

Authorized Users will be able to purchase from any contractor included in the resulting award from this Invitation for Bids. There won't be any purchasing restrictions by NYSDOT Region or by County when selecting a contractor. The Authorized Users should consider all the closest listed awardees located in their county and all the counties around them (including the surrounding counties that fall in a different NYSDOT Region) before sending the Quick Quote Form.

2.9 Transportation (Hauling)

Transportation (hauling) costs will be based on two (2) prices. One price will be bid for transportation for 0 to 1 mile (0-1) and another price will be bid for any additional miles (1+).

The 0 to 1 mile price will be the bid price for any distance traveled up to and including one mile. This 0 to 1 mile bid price will be added to the material cost. This final figure will constitute the cost to deliver one ton of material up to one mile.

The 1+ mile price will be the bid price for any distance traveled after the first mile. This 1+ mile bid price will be multiplied by the total number of miles (less the first mile), added to the bid price for 0-1 mile, and then added to the material cost. This final figure will constitute the cost to deliver one ton of material the total number of miles.

2.9.1 Example Transportation (Hauling)

Example for 20 miles with transportation (hauling) (i.e., FOB delivered):

Price bid for (0-1) Mile (example) =	\$2.000
Price bid for (+1) Miles (example) =	\$0.400
Price bid for Material (example) =	\$100.000
Delivery charge for (0-1) Mile or portion thereof as bid (example) =	\$2.000
Total miles to apply to (+1) Miles bid price (example) are $(20 - 1) = 19$	
Total Delivery charge for (+1) Miles as bid (example) : $\$0.400 \times 19$ Miles =	\$7.600
Total Delivery charge per ton (for the entire distance of 20 Miles) =	\$9.600
Material price as bid (example) =	\$100.000
Total Cost (Delivery charge <u>plus</u> Material price per ton for 20 miles) =	\$109.600

When utilizing Transportation (Hauling), price shall be FOB destination as designated by ordering agency.

SECTION 2: COLD PATCH (Lot 2)

2.10 Monthly Asphalt Price Adjustments

- a. Asphalt price adjustments allowed will be based on the November 2018 average of the F.O.B. terminal price per ton of unmodified PG 64S-22 binder without anti-stripping agent (base average F.O.B. terminal price). The new monthly average terminal price will be determined by the New York State Department of Transportation based on prices of pre-approved primary sources of performance graded binder in accordance with the New York State Department of Transportation Standard Specification.

The November 2018 average is \$593.000

NOTE: The same grade of asphalt cement used in establishing the base average F.O.B. terminal price shall be used in establishing the new average F.O.B. terminal price.

In the event that one or more of the New York State Department of Transportation pre-approved sources discontinue posting a price for asphalt cement, the base average F.O.B. terminal **price shall not be recalculated.**

- b. The new average F.O.B. terminal price will be determined based on the above F.O.B. terminal prices posted on the 20th of each month, hereafter known as the “Adjustment Date”, during the contract period. However, asphalt price adjustments, in accordance with the formula below, will be effective for deliveries made on and after the first of the month following the adjustment date.
- c. The unit prices per ton of hot mix asphalt (HMA) purchased from any award based on this specification will be subject to adjustment based on the following formula:

$\text{Price Adjustment} = \left(\frac{\text{New Monthly Average F.O.B. Terminal Price}}{\text{Base Average F.O.B. Terminal Price}} - 1 \right) \times \left(\text{Total \% Asphalt (Per Ton) Plus Fuel Allowance} \right)$

NEW MONTHLY AVERAGE F.O.B. TERMINAL PRICE

The average F.O.B. terminal price for unmodified PG 64S-22 binder without anti-stripping agent is as determined by the New York State Department of Transportation per New York State Department of Transportation Standard Specification.

BASE AVERAGE F.O.B. TERMINAL PRICE

The average F.O.B. terminal price of unmodified PG 64S-22 binder without anti-stripping agent is as determined by the New York State Department of Transportation as of November 2018.

TOTAL % ASPHALT PLUS FUEL

The percentage of total allowable asphalt and fuel for each item is as follows:

<u>ITEM</u>	<u>% ASPHALT</u>	<u>+ FUEL ALLOWANCE</u>	<u>TOTAL % ASPHALT + FUEL ALLOWANCE</u>
15402.2010	6.00	1.00	7.00%
15402.2030	6.00	1.00	7.00%
15402.2040	6.00	1.00	7.00%

Fuel Allowance represents allowance for energy (fuel, electricity, natural gas) used in the production of asphalt. It is a cost associated with the product and not intended to represent any trucking or hauling of product.

SECTION 2: COLD PATCH (Lot 2)

2.10 Monthly Asphalt Price Adjustments (Cont'd)

- d. Work performed after the expiration of the contract, where no extension has been granted, resultant from purchase orders placed prior to expiration of the contract will receive the asphalt price adjustments applicable in effect during the last month of the contract.
 Asphalt price adjustments for any contracts that are extended will be based on the new average for the month in which the work is done applying the same base established for that contract.
- e. Asphalt price adjustments allowed by this contract shall be calculated and applied to the original prices. There will not be asphalt price adjustments unless the change amounts to more than \$0.10 per ton from the original price. In these instances, prices will revert back to the original prices.
- f. All asphalt price adjustments will be computed to three decimal places.
- g. Should these provisions result in a price structure which becomes unworkable, detrimental or injurious to the State or in prices which are not truly reflective of market conditions or which are deemed by the Commissioner to be unreasonable or excessive, and no adjustment in price is mutually agreeable, the Commissioner reserves the sole right upon ten days written notice mailed to the contractor to terminate any contract resulting from this bid opening.
- h. All asphalt price adjustments shall be published by the State and issued to all contract holders whose responsibility will be to attach the appropriate State notification (based on when the work was performed) to the payment invoice submitted to agency.

2.10.1 Example of Monthly Asphalt Price Adjustment

(Example of Positive Price Adjustment)

This example is for illustration purposes only. Actual Base Average Price, etc., may vary:

Item 15402.2010

Item 15402.2010 Bid Price = \$90.000 (example)

Contract Base Average Price = \$593.000 (fixed for the duration of the contract)

Monthly New Average Price = \$603.000 (example, it changes each month)

Total % Asphalt plus Fuel for Item 15402.2010 = 7.00% (see Total % Asphalt + Fuel Allowance Chart)

Monthly Price Adjustment for Item 15402.2010 (example):

$\text{Price Adjustment} = \left(\begin{array}{l} \text{New Monthly Average} \\ \text{F.O.B. Terminal Price} \end{array} - \begin{array}{l} \text{Base Average F.O.B.} \\ \text{Terminal Price} \end{array} \right) \times \begin{array}{l} \text{Total \% Asphalt} \\ \text{(Per Ton)} \\ \text{Plus Fuel Allowance} \end{array}$

$(\$603.000 - \$593.000) \times 0.0700 = \$10.000 \times 0.0700 = +\0.700 per ton

Positive Price Adjustment number shall be added to original per ton Bid Price.

Contract price for Item 15402.2010 including the new Price Adjustment for that month (example):

Contract Price = Bid Price + Monthly Price Adjustment

Contract Price = \$90.000 + \$0.700 = **\$90.700 per ton**

SECTION 2: COLD PATCH (Lot 2)

2.10 Monthly Asphalt Price Adjustments (Cont'd)

2.10.1 Example of Monthly Asphalt Price Adjustment (Cont'd)

(Example of Negative Price Adjustment)

This example is for illustration purposes only. Actual Base Average Price, etc., may vary:

Item 15402.2010

Item 15402.2010_Bid Price = \$90.000 (example)

Contract Base Average Price = \$593.000 (fixed for the duration of the contract)

Monthly New Average Price = \$583.000 (example, it changes each month)

Total % Asphalt plus Fuel for Item 15402.2010= 7.00% (see Total % Asphalt + Fuel Allowance Chart)

Monthly Price Adjustment for Item 15402.2010 (example):

Price Adjustment	=	$\left(\begin{array}{l} \text{New Monthly Average} \\ \text{F.O.B. Terminal Price} \end{array} - \begin{array}{l} \text{Base Average F.O.B.} \\ \text{Terminal Price} \end{array} \right) \times$	$\begin{array}{l} \text{Total \% Asphalt} \\ \text{(Per Ton)} \\ \text{Plus Fuel Allowance} \end{array}$
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$$(\$583.000 - \$593.000) \times 0.0700 = -\$10.000 \times 0.0700 = \mathbf{-\$0.700 \text{ per ton}}$$

Negative Price Adjustment number shall be subtracted from original per ton Bid Price.

Contract price for Item 15402.2010 including the new Price Adjustment for that month (example):

Contract Price = Bid Price - Monthly Price Adjustment

Contract Price = \$90.000 - \$0.700 = **\$89.300 per ton**

2.11 Detailed Specifications – Cold Patch (Lot 2)

Please, see Attachment – Detailed Specifications – Cold Patch